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The Pikes Peak Radio Amateur Association meets on the second Wednesday of each month at the Elks Lodge, 5400 North Nevada Ave. at 7 PM.

EDITOR: Ron Deutsch NKØP 4305 Ridgeline Drive, Colorado Springs, Colorado 80918 (719) 593-8352. Electronic data transfer by appointment.

MESSAGE FROM THE PRESIDENT . . .

This has been a busy month and I am pleased to be able to announce a number of things.

Max KDØEL has decided to step aside as Field Day chairman this year and Mike KØTER has offered to take on that task (along with all his others!). We are working on getting the same site as we have had for the past couple of years, at the Air Force Academy. We arranged this site because people said that an out-of-town one was too inconvenient for them to come, but we haven't seen any significant increase in attendance. So let's all make an effort this year to support our field day activities and bring family and friends along too. More details to follow as Mike gets up to speed.

I have received a number of phone calls recently from people who had previously balked at the idea of learning code but are now ready to get their licenses. We had expected the new no-code license to draw new people into amateur radio and it does seem to be happening. But as a Special Service Club, it's our job to help them on their way which means that we need to get our education programs in place again.

Allen ADØZ to the rescue! He has agreed to be the new Education Chairman for the club. Allen worked with Bud in the classes before, so he knows the ropes quite well. But like other jobs in the club, running the classes is not a one-person job, so he's going to be looking for help from other club members in this very important role.

This means that we now have a full complement of chairpersons to organize the club's activities. I would just like to ask you all to support these people and lend a hand when help is needed.

The swapiest arrangements are going well. As announced at the last regular club meeting, it will be held at a new site this year, at The Shops at the Bluffs on the Northwest corner of Academy Blvd. and Austin Bluffs Parkway, on Saturday, May 18 (not May 19 as printed in last month's Ø-BEAT). Al NØCMW and Frances NØIUT have taken on the task of making arrangements for the tables, so anyone wanting to reserve one should call either of them at 473-1660.

It was decided at the last board meeting that all the board members will act as ticket agents for the raffle this year, so as soon as the tickets are available any board member will be able to supply you with them. Please take as many books of tickets as you can to sell to your friends. Jeff NØJLH will provide more details of the swapiest as they become available.

Well, I think that about wraps it up for this month. I would like to thank all those who have stepped forward to help organize this club's activities and to remind you all once again that they will need your help in order to succeed in their goals.

73, Dave, NØION

WORKED ALL STATES

Rick Brown - KD6SU

How many of you have earned the ARRL Worked All States (WAS) award? This is one of the most popular awards given out by the ARRL yet I have never earned it in 28 years of ham activity. I have always blamed that on the fact that I am primarily a VHF operator and on the fact that I have moved around a bit in my Air Force career. I finally decided these were really excuses for not earning the award and I would set out to do it as quickly as possible.

If you read my previous article on portable operation you know I recently had a week to devote to amateur operation. One of the biggest factors in earning WAS is taking the time to operate. Casual operation every day will get your states worked total up very quickly into the 25 to 30 range. After that you may find you are working the same states over and over. After that you need to resort to different techniques if you are in a hurry to work more states. Of course one of the first things you need to do is start listening more and talking less. Know the states you need and start listening for them. Also, if you always operate a particular band, try switching to a different band. Propagation on a particular band, say 10 meters may make it difficult to work the states you need.

Another option is to get on during one of the contests that are often on. I resorted to working the ARRL Sweepstakes contest. This is an especially good one for working states as it is a US and Canada contest only. Contests always provide for an increased level of activity that get some of the more difficult states on the air. I heard and worked more stations in Utah than I thought were possible during the SS weekend. Again, if you are only looking for certain states the thing to do is listen a lot. I was interested in working the contest as well as working the states so I started out by working as many stations as possible. Using 100 watts and a dipole makes it difficult, but with a little effort I found it was possible to work most of the stations I heard. After about 12 hours of operation I started looking for some of the states I needed. At that point my QSO rate dropped off, but the state and section total started to rise. I rarely called CQ during this period, again, listening for the states and ARRL sections I needed.

Although I was primarily interested in WAS, I also was trying to work the Canadian sections for the SS contest. I heard someone say VE8SS was calling others from the Yukon/Northwest Territory. I found him working another station, slid up two KHz and started calling CQ Sweepstakes. Next thing I know he was calling me and I felt like a pro at this game. It is amazing the things you pick up by listening and actual operation.

As it got down to the end of the contest I found I was missing two states for WAS. West Virginia and North Dakota had somehow eluded me. I had heard

them on, but never had quite made the contact. Try as I might, I was never able to work them during the contest. The day after the contest I figured I would be able to find these two states without much trouble. This time I decided to move to 40 meters and listen to some of the nets that are on every day. I listened in on EASTCARS and MIDCARS that operate on 7.255 and 7.258 KHz respectively. If you have never listened in on one of these nets, they are loosely controlled service nets that are there primarily to help out mobile stations. There are also a couple of RV service nets that operate on 40 meters that do similar things. I guess the RVs had already gone south for the winter because I wasn't able to find anyone in the states I needed. I kept listening and finally found the Daytime Midwest Traffic net operating with a whole bunch of Zero-land stations. I never realized how big Zero-land was until I started listening for a specific state. The net control was N0LKX, and she really had a booming signal in Northern Wisconsin. As I listened, I finally discovered one of the net stations was in North Dakota. When the net was closed I called the net control station to get in touch with the North Dakota station. I was pleasantly surprised to find she was in ND also. I ended up working both stations, and I already have a QSL card from one of them.

That left only West Virginia, which proved to be harder than I expected. I called in on several of the nets I mentioned above without any luck. On Monday evening I found a net called the Century Club on 40 meters that is primarily a Worked All States net. While I really don't enjoy working states on a net, I thought this would be an easy way to find the state I needed. I guess it would have been easy if the state I needed had checked in. Again, there were a lot of helpful folks, but no West Virginia stations. I was beginning to get desperate because I was supposed to leave Tuesday morning to return to Colorado. When I got up on Tuesday morning I figured I could get in a couple more hours scanning the bands to find the station I needed. I finally found K0OZZ/8 mobile in West Virginia -- unfortunately he couldn't hear me. The MIDCARS net control was helpful and suggested I try again in a half hour. We did, with the same results, no contact. I was really getting concerned now because I didn't want to miss my plane, but I was so close to completing my goal of worked all states. Finally, K0OZZ suggested we move to 20 meters. He said he would stop and change antennas if I wanted to try that. I said of course, and the rest is history. The contact was made, and I had completed my worked all states. Now, all I have to do is finish getting all of the QSL cards to prove it.

I guess the point I am trying to make is that it can make your operating more of a challenge and fun to set some personal goals such as this. Some other ideas might be to Work All States on a single band, do it on CW, or do it by working all novices. Novices generally like to QSL also which makes it easier to get some of those states confirmed. Challenge a

friend with a similar station to see how many contacts you can make in a weekend. If you are into contesting or DXing don't feel like you have to compete with the "big guns", set individual goals and you can still have a lot of fun. My latest challenge is getting back on CW, my apologies to those who have heard me use a straight key. Have some fun and I will see you on the bands.

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FOR SALE: Yaesu FT620B 6mtr base transceiver \$225; Down East Microwave 1296Mhz brick Model 2335PA w/relays \$275; Radio Shack electronic telephone amplifier \$15; Swan WM-1500 Wattmeter \$50; Bird 43 wattmeter (new condition) \$125; Bird 82A 50 ohm dummy load \$65; ICOM HM-12 microphone \$25; B&K model 970 Transistor Equipment Analyst w/manual \$35 contact Ron--NKØP 593-8352.

WANTED: Manual for Drake TR-33 2mtr radio Rick KDØSU 531-9423

FOR SALE: ICOM 725 HF Tranceiver \$725 mint cond. Hal WØMXY 471-0238

HELP!! Will the person who bought the scope from NØCYR at the club auction please contact him for more parts!

TRI-CITY BREAKFAST!!

The next meeting will be in Penrose, CO. at Mr. C's on the 16th February.

For More information contact WAØMNL--Rosie 471-9965

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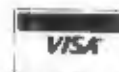


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THE COPPER WIRE SPECIAL

by Steve Westby—WB7VHR

I was filling in for our club's 'Elmer' because he was away on vacation. Jeff, a new Novice, was sitting across from me in my shack bemoaning his lack of DX success with a simple vertical antenna. He was waiting for me to pull some kind of antenna miracle out of the depths of my vast experience with amateur radio. No doubt he thought it would be some kind of steerable, multi-band, close to the ground, sounds like 10 kilowatts, 7-22 copper wire special. And it would cost only 5 bucks to build.

However, I was having trouble finding the 'depths of my vast experience'. I thought that maybe I had left it in the pocket of yesterday's shirt. And my XYL had already put that shirt through the wash.

Then a thought came to me. I remembered an antenna that I had used a long time ago. It had worked pretty well back then, and that was with some pretty shaky old equipment under some pretty trying conditions. And it was a 'copper wire special' to boot!

So I began to describe the antenna to Jeff, telling him how he could build one. And I sort of took the long way around.

The flak started as soon as we crossed the coast. We were headed for Berlin again, this one my third trip. The first two had been very rough, and I expected this one to be the same.

Hitler didn't like it when we bombed things in his neighborhood. Our G-2 said that whenever we pestered Berlin, Hitler would rake old Hermann Goering over the coals because of his promise that Allied bombers would never fly over the

city. Then Goering, being in command of the Luftwaffe, had to make a big show of going after our bombers with his fighter squadrons. Poor old Hermann. We were losing more bombers to flak than to his fighters. I wonder how he explained that to his old Uncle Adolph.

Our plane was a Boeing B-17G Flying Fortress. She was named "Sassy Sue" and we had painted a picture on her nose that would have made a Marine blush. Boy, was she gorgeous!

The B-17 must have been the strongest plane ever built. The Flying Fortress could suffer incredible amounts of battle damage and still bring her crew home. The fact that I'm still here is proof of that.

The co-pilot cried, "Number four is losing oil pressure!" The intercom was filled with strained voices. Everyone started shouting as soon as we were hit. Flak. "Feather it and throttle to idle cutoff! Kill the mags!" The co-pilot's hands fairly flew around the cockpit as he carried out the pilots urgent orders. "Hit the fuel cutoff for number 4!" The pilot was struggling to hold the bomber steady under the onslaught.

"Fighters comin' in three o'clock low!" The top turret rattled and shook the plane as the flight engineer fired his twin fifties. "More of 'em at six!"

Fighters and flak, a wonderful combination. Those harmless looking, little black puffs of smoke with the red centers could blow a plane out of the sky. That was if those men in their fast little airplanes outside didn't get to us first.

"Hold on, people, it's roller coaster time!" We started sliding all over the sky as Captain Skinner, our pilot, tried to spoil the flak gunners aim. He had to be very careful because the other bombers in our group were doing the same thing. Sometimes these aerial hijinks worked, and sometimes the plane just ran into more flak in a different part of the sky. But we had to do it.

The flight engineer cut loose with his guns again. I could hear and feel the vibration of the guns back in the radio room. One of the German pilots had flown through his own flak to attack us. That didn't happen too often.

The pilot said, "Were coming out of the flak, people, so stay loose. The Jerries will be heading our way in bunches now."

There was a spate of acknowledgments from some of the crew. He didn't really have to tell us that. We knew that most of the enemy fighters would wait for their own side's flak to stop before making their runs on us. But hearing the skipper's voice was somehow comforting. It made us feel that, just maybe, someone really was in control. And it was still a long way to Berlin.

The radio room sits just behind the bomb bay and over the rear portion of the wings. In it are two small windows about 18 X 12 inches, one on each side of the fuselage. Not much to see out of.

The top hatch was still in place. We'd taken out the radio compartment's .50 caliber because I was seldom able to use it. I was usually too busy to even think about using it.

Most radio operators were. And not having to carry the weight of that gun and its ammunition sometimes meant the difference between running out of gas and making it back to

the field in a shot up, fuel leaking airplane.

As the radio operator in the squadron lead ship I had to

radio back our estimate of the mission's success. My failure

to do so might have caused some bad decisions to be made back at headquarters. And with that some others might have had to make the Berlin trip again, unnecessarily. So I had to do the job right, right the first time. And I couldn't let a little thing like a shot away trailing wire antenna stop me.

An Me-110 twin engined fighter had been making passes at us, using his cannon without much success. But finally he got lucky, we got unlucky, and his cannon shells started slamming into our ship. The first thing that I noticed after his run was that the intercom to the rear of "Sassy Sue" was out.

Dobroski came through the rear door to the radio compartment, pulled the headphones off my right ear and yelled, "We took it bad back there. Marcks is hit. The ball is shot up and we can't turn it to get him out!"

I told the pilot over what was left of the intercom what had happened and said that I was going back to help out. Unplugging my headset and facemask, I grabbed the first aid kit and my walk around oxygen bottle from the rear bulkhead and started back. The raised floor around the left side of the ball turret was gone. In its place was a gaping hole that a man could have dropped through. He would have landed in Germany.

It was tricky business for Dobroski and myself trying to maneuver around that opening. We had to grab the vertical turret support with both hands and kind of swing around behind it like Tarzan, landing on what remained of the floor to the rear. Not an easy thing to do while wearing an electrically heated flying suit with a bunch of extra equipment hanging from it.

We both bent down over the belly turret. To be honest, I was plenty scared. I was afraid of what I might find in the turret, and I was crouching down awfully close to that hole in the floor. We didn't wear our parachutes because they were difficult to carry around inside the plane. Mine was on a hook in the radio room. If I slipped and fell through that hole...

Dobroski used the lid of an ammo can to pry the exposed part of the hatch away. We could see Marcks clearly now and he wasn't moving. There was a lot of blood on him, on the guns, and on the small instrument panel to his right.

Neither of us could see any obvious wounds. Reaching in I felt for the pulse in his neck. Nothing. I grabbed his arm and pulled it up so that I could check his wrist. Again nothing. Dobroski had lost his best friend.

Standing up from the opening I turned to look back through the rest of the plane. The left side gunner and the tail gunner had been shooting at enemy fighters the whole time, unable to help us. Dobroski looked to be unhurt. He just crouched there staring down at the ball turret, clenching and unclenching his fists. He was crying. I wasn't able to hear him over the sound of the engines, but I could see the tears sliding down his left cheek. We were very fortunate that Marcks was the only one gone, considering the number of hits that we had taken.

I reached down and pulled Dobroski up by the shoulders, turning him back to his gun. "Get mad, Dobroski," I said.

"Get even. Shoot some of those bastards down for Marcks."

It wasn't a great speech, the words sounded inane. But Dobroski went back to his gun.

Turning back to go forward into the radio room I noticed that the trailing wire antenna mechanism had been blown away with the raised platform to the

left of the turret. The mission report had to be radioed back, but the antenna was gone!

The trailing antenna was normally used with the BC-375 transmitter for both AM voice and CW communications back to base. Essentially an end fed long wire, it consisted of a fine, braided copper wire with a heavy weight on one end, wound on a spool driven by an electric gearmotor. The control box was mounted in the radio room just forward of the ball turret position. There was a small mechanical counter on the control box that gave a relative indication of antenna length as it was reeled out.

The control box was all that was left. Everything else had gone out through the hole. Knowing that I had to have an effective antenna to get my messages back to base I tried to think of an alternative. My teenage experience as a ham was going to come in handy. It might even save some lives.

There were two fixed slopers, one running from each side of the fuselage to the top of the vertical stabilizer. Could I use one of those? Probably not, as their main lobes of radiation would be pointing to the front, 180 degrees from where I needed them. The only practical method was to build another long wire. I had to find enough wire to make a new antenna, a heavy weight to stream the trailing end, and devise some means of deploying the antenna.

Dobroski screamed like a banshee through his facemask, "You SOB, die you b-----!" He had flamed an enemy fighter. He swung his gun around to meet another one. The starboard gunner was struggling to maintain his footing on a floor ankle deep in spent .50 caliber shells, firing short bursts as an enemy plane came into view.

Our plane was still in the air, but by how much I didn't know. We had lost one engine and had taken some serious hits in the control surfaces. The pilot was having trouble flying the aircraft and maintaining formation. I figured I had best get back to the radio room and check in on the intercom, assuming that it still worked up forward. It did, Dickey, our navigator, was calculating our ETA over the target. "Eighteen minutes, skipper." "Since we're this close we might as well go all the way." Captain Skinner sounded tired from his constant efforts, fighting for control of the airplane.

There were no plans to abort the mission. Eighteen minutes left to target. Eighteen long, long minutes. With the heavy bomb load the other three engines were screaming at full power as we tried to keep up with the rest of the formation. By the rule book full power operation was limited to five minutes, max. On the "Sassy Sue" we sometimes forgot to read the rule book. I prayed that she would hold together.

I told the pilot about the missing antenna and how I planned to jury-rig a replacement. "Do your best," was all he said. He had his hands full trying to keep our plane in the air.

An end-fed long wire antenna requires a lot of wire. At the frequencies that we used...? Well, at least the missing long wire had been fed with a type

of antenna tuner. Maybe that would make up for whatever the new antenna lacked in length.

Normally there were two spare reels of wire on board for the trailing long wire antenna. But I had been storing them next to the antenna assembly. When that had been shot away the spare reels of wire went with it.

I had to find enough wire on board the aircraft to make a new antenna. Miles and miles of wire were used in the construction of a B-17, but most of it was critically important to the safe operation of the airplane. I had to find enough wire, wire that wasn't used in an important system, to fashion this new antenna.

The answer was obvious when it came. And fortunately it came to me quickly. Time was running out and we were just minutes from the target. The entire intercom system in the aft part of 'Sassy Sue' had been shot away! There were hundreds of feet of wire used in that system, with individual leads running from each intercom station to a junction box in the bomb bay.

Working quickly with a pair of wire cutters from our tool kit I 'borrowed' about ninety feet of wire from the rear intercom system.

It wasn't as difficult as you might think stripping the wire out. Sassy Sue wasn't bucking and dodging as much as she had earlier. We had passed the Initial Point of approach to the target, starting our run into Berlin.

Unfortunately the flak had started up again. As we got closer to the city there was so much of it that it seemed almost thick enough to walk on.

The bombardier had control of the ship now via his Norden bombsight, but the straight and level flight of the bomb run made it easier for the German gunners. Knowing that we couldn't jink around while we were on the bomb run they stood a much better chance of hitting us.

The wire was in sections averaging 25 feet in length. Using my pocket knife I stripped about eight inches of insulation from both ends of each length of wire. This allowed me to make strong 'Western Union' splices to join these individual scraps together into one long piece.

Now to find the heavy weight for the free end of the antenna wire. The weight had to be massive enough to keep the end of the long wire from swinging around too much in the 160 mph slipstream outside the B-17. What could I use? The large hammer in the flyaway tool kit! It weighed at least three pounds. That would be sufficient to stream the antenna properly. I tied the hammer to the trailing end of the new antenna. I also needed an insulator of some type. A length of rubber hose would be ideal. A flexible section of the relief tube would work but it had frozen 'stuff' in it. (Did I mention that it was a windy 40 degrees below zero in that airplane? Now you know why we wore electrically heated

flying suits!) Then my eyes fell on the rubber floor matting in the radio compartment. That would work nicely! The wire that I had used to construct the

antenna was already insulated but I wanted some additional protection for it. I liberated another 15 foot length of wire from the rear intercom system and used part of it to tie a piece of rubber matting around the ball turret support about halfway between

the turret and the aircraft ceiling. After tying the free end of the makeshift antenna around the secured rubber matting I slowly fed the end with the hammer out the flak hole in the floor.

I placed another piece of the matting between the antenna and the sharp edge of the hole to keep the wire's insulation from chaffing through. A short length of wire fastened the rubber in place.

A last piece of intercom wire was used to attach the end of the new antenna to what was left of the original antenna's feed line.

Now to see if all of this effort would pay off. As I made my way back to the radio compartment the aircraft made a sudden upward lurch. The bombs had just been released. Four tons of high explosive were falling toward German soil.

Luckily I was clear of the hole in the floor, otherwise it might have been four tons of high explosive and 160 pounds of me falling through the sky.

I had finished just in time. Reaching the transmitter I checked it and fine tuned the frequency setting. The plate and antenna currents were off a little but the transmitter still loaded up okay. Would it work? I quickly made a call back to our base in England and switched to receive. Through the BC-348 receiver's static and the aircraft noise leaking around the headphone earpieces came their faint reply.

The antenna did work! Over many hundreds of miles headquarters had actually received the signal that came from that jury-rigged wonder. Now the mission report could be sent out. If the bombing had been successful then it would be awhile before more B-17's and their crews had to fight their way to Berlin again. An unfortunately short while.

Young Jeff had been impressed by my tale. I really hadn't intended to take so long in the telling but he didn't seem to mind.

I doubt that Jeff has ever seen a real Flying Fortress up close. Maybe he's seen their pictures in old war movies or TV programs. There aren't many B-17's left these days, just a few in museums. Supposedly half a dozen or so are still in flying condition.

They were used to drop water on forest fires a few years back, fighting on in another kind of war. I've heard that a few of those museums are still flying them at airshows. I certainly hope so. Maybe I'll take Jeff to see one someday.

Jeff and I stood up to leave. We were going outside to build a great antenna, a real DX special!

"The View From the Peak" by George Hinds, N8CIX/ø

Have you been tagged with a nickname that is not only non-descriptive, but is in fact an insult? How do you react when someone uses that nickname to call you? Smile sweetly? Grin through clenched teeth and bear it? Wish you could grab the offender by the neck and threaten to punch out his lights? At different times, in different places, probably all three...

Would consulting engineers be proud and delighted to be called "cons"? How about nicknaming surgeons "Butch" as descriptive of what they do? These folks are professional in their field; you wouldn't dream of permanently applying some idiotic nickname to them and their craft. Then why in the world do we as members of the Amateur Radio Service continue to tolerate being called "hams"? Yes, I know about tradition. I know about the various stories that purport to tell the origin of the term. So what? That was then; this is now. Never before have we been so at the mercy of others as to antenna structures, operating in an RF-sensitive environment, etc.

In the eyes of the public by whom we are too often judged, "ham" is either the salted and cured thigh of a hog, or an unskilled, showoff actor. Hardly what we who are trained and responsible communicators, willing public servants in times of emergency, should want or deserve to be called.

The concept of broadcasting began with people listening to amateur radio operators exchanging weather reports and baseball scores. The first land mobile systems were built by amateur radio operators. The first satellite system authorized by the FCC was an Amateur Radio Service system -- today more than 30 such systems have been launched. Amateur radio operators pioneered Low-Earth orbiting satellite communications. Single-sideband technology was proven first by the ARS, then adopted by the Air Force. Today, as it has for years, it is the ARS that stands ready to take over quickly and effectively to restore communications when disaster strikes commercial and government systems and they become disabled, overloaded or completely disrupted.

Again I ask, why in the world would trained and licensed professionals who are skilled as communicators agree by acquiescence to being known by a term that means to the American public the "thigh of a hog" or "unskilled, showoff actors"?

73, George, N8CIX

ARES DISTRICT 14

El Paso & Teller Counties
EC Mike/KØTER 636-1290
AEC Bud/NØAA 689-2983
AEC John NØKIC 635-1290

NETS

Dist. 14: Tues. 7:00 PM 146.37/97 (Alt. 147.945/345)

East Slope: Sun. 8:30 AM 146.34/94 (Alt. 146.37/97)

Colorado: Sun. 8:00 AM 3928 kHz (+ - QRM)

Dist. 16: Sun. 7:00 PM 146.28/88 (Pueblo & Huerfano Counties)

UPCOMING ACTIVITIES

Late February: Assist rocket launch near Yoder.

Apr. 6,7: Super Cities Walk

Apr. 13: Walk For Mankind

Apr. 28: March of Dimes Walk America

SOUTHERN COLO. TRAFFIC NET

Doug/N4TGO, due to other commitments, had to give up managing the SCTN. Because The SCTN is a message handling training net and ARES needs more people with traffic experience, I will try to manage the net until someone else comes forward. Starting Feb. 1, the SCTN will meet at 7 PM each evening. This time change is for better coordination of passing traffic in-out of other nets.

On Tuesdays the SCTN will be combined with our ARES net. Normally the SCTN is on 146.37/97 (PPFMA) repeater, however, until this repeater is returned to normal condition, we will be using 147.945/345 (CMRG) repeater. We need some more net control people. So please check in and offer your services.

73 John/NØKIC

BOULDER COUNTY LITIGATION

At the last moment, Boulder Co. has filed an appeal with the US court of Appeals (10th circuit), appealing the judgement of the US District Court in the Boulder Co. antenna case.

The briefing process with the Appeals Court will take about 3 months, followed by a wait of unknown length before the court renders a decision.

(From NØØI)

PPRAA GENERAL MEETING MINUTES JANUARY 9, 1991

The regular meeting of the Pikes Peak Radio Amateur Association was called to order at 7:00 pm by Dave - NØION in the downstairs meeting rooms of the Elks Club. 62 members and guests were present. After introductions, the minutes of the previous meeting were approved as written.

Rosie - WAØMNL gave the treasurer's report and indicated the club had income of \$577.00 and expenses of \$1084.93. This left a current balance of \$2011.96 in the treasury.

Ron - NKØP announced that there was a monthly winner of the trivia contest. Art - WØIHO will receive the \$15 prize.

The following committee chairs were not present and thus no reports were made: interference, ARES, CCARC, and trailer.

Empty chairs for the Publicity committee and VE testing were filled as of the meeting. Al - N2IWZ will be our new publicity chairman and we will have co-chairs for VE testing in the persons of Gil - K4YCD and Chris - NXØE. These gentlemen will be looking into having a testing session at the Swapfest in May.

An education chairman was needed as of the club meeting; however, the position was later filled (see the board minutes for more information).

It was reported that classes for Novice to Extra licenses are being held in the Security/Widefield area. Interested persons can call 392-1617 for further information.

Jeff - NØJLH and Dave - NØION reported on the need for a new location for the Swapfest this year. It seems Rustic Hills wanted to charge a high fee for the use of their premises. The Shops at the Bluffs was being considered as a site (and has since been approved). There is actually more room at the new site than at Rustic Hills and the management at the Bluffs was very willing to work with the club.

In unfinished business, announcements were made concerning the tri-city breakfast on January 19th which was to be held at the Village Inn. Also, the El Paso County tower ordinance passed final consideration on a 5-1 vote (Gary Shupp voted against the ordinance).

In new business, it was noted that the new no-code license was approved and discussion centered on this news. Someone noted that communication between

the board and the membership needs improvement and the board agreed to discuss this at the next meeting.

Rod - KA5DBO noted that Eagleview Middle School now has an amateur radio program in place for its children in 6th to 8th grade. The class meets from 2:15 to 2:50 on Tuesday, Wednesday, and Thursday. Rod would like help from members who have expertise in any area of ham radio for the purpose of putting on demonstrations. He can be contacted at 596-3720.

Larry - NØAMP noted that he also is conducting classes for 4th to 6th graders at Trinity School from 1 to 3 pm on Fridays and would like volunteers for demos. Contact him at 592-5462 days and 488-2589 after 6:00 in the evening.

An announcement was made that the Pikes Peak FM Association will hold their annual meeting on March 10th.

After the break, the following winners of raffle prizes were chosen:

Frank - NØIEM power strip
Steve - WB7VHR OEM gift certificate
Lee - WA6LZI Repeater Directory
E.J. - KDØNB Calculator Ken - NØFRQ
Timer unit
Chris - NXØE micro-switches
Jody - KAØROZ computer disks
Shannon - KAØAHP Buffalo Bill Museum tick-

Al - NØCMW Kenwood calendar
Eleanor - KB2BAJ Kenwood calendar.

Winners of the homebrew contest were chosen after each had presented their items and described them.

First place went to Bill - WRØY for his WWV receiver clock.

Second place was garnered by Dave - NØLTW for his CW adapter unit.

Third place went to Jake - NØCYR for his balun raincoats.

Following the homebrew presentations, the auction was held with numerous items presented and sold. Please note --- Jake has some parts for the oscilloscope he sold. The person who bought this unit needs to contact Mark at his number as printed in O-Beat.

There being no further business or items for sale (or money?), the meeting was adjourned at 9:10 pm.

Respectfully submitted, Mark - NØEPF

PPRAA BOARD MINUTES

JANUARY 14, 1991

The regular board meeting of the Pikes Peak Radio Amateur Association was called to order at 7:03 pm by Dave - NØION at Mark's home. Present were Dave, Ron - NKØP, Rosie - WAØMNL, Russ - KBØFNM, Al - NØCMW, Al - W2JWZ, and Mark - NØEPF.

An announcement was made that we now have a chairman for the Education committee. Al Bailey - ADØZ will be taking these duties.

In other news, Mike - KØTER volunteered to chair the Field Day committee. Thanks were expressed to both people.

No new happenings were reported by the Swapfest people. The Swapfest will be held on May 18th (Armed Forces Day). Confirmation on insurance was made with The Shops at the Bluffs. One of the main prizes was chosen. It will be an Icom 2400 dual band mobile rig. Additionally, a packet controller will be offered along with numerous door prizes.

Al - NØCMW and Frances - NØIUT volunteered to chair the table reservation committee. Tables may be reserved by contacting Al or Frances at 719-473-1660. Tables will be \$10 each in advance and \$12 at the door. No admission will be charged for the Swapfest and it was noted that our Swapfest is the largest in Colorado.

Ron - NKØP will get the ball rolling on the tickets and Rosie - WAØMNL is applying for the raffle license.

Dave - NØION proposed the board participate in the sales and distribution of tickets.

Jon - KBØEMM indicated he had two oscillators and three keys/oscillators available for \$15. It was MOVED and SECONDED to purchase the items for the education chair to use at his discretion with students. The motion PASSED unanimously.

In Ø-Beat news: discussion occurred as to using a calendar of events in Ø-Beat. It was decided that the calendar would continue in a table format to conserve space. Ø-Beat printings will be increased to 350 in the future to provide for distribution and advertising of our Swapfest at other swapfests around the area. Rosie will also contact the new antenna company in Florissant for possible advertising. There was some concern about an article to appear in Ø-Beat that held some questionable language. The language will be sanitized.

Rosie reported that the club books have been completely balanced and are correct and up-to-date. Discussion next centered on the membership rolls and roster. It has been some time since a roster was published and efforts will be made to get a current one out to members. Also, Al indicated that the records need to be entered in the Secretary's data base. Mark will do so ASAP. The board noted that Les - KCØNC has been doing an excellent job in keeping the membership roles current and expressed its thanks to him for a job well done.

Discussion continued concerning the expiration dates of members and various options were debated on how to keep members informed of the need to renew their membership and submit their dues. Members will be reminded to check their labels on Ø-Beat for the expiration date. Also, the board will call those members who have expired memberships to remind them that renewal time has arrived.

There is a conflict with the meeting days for the board and it was the consensus of the board to hold the next meeting on the TUESDAY after the general meeting instead of the normal Monday.

There being no further business before the board, the meeting adjourned at 9:15 pm. The next meeting will be TUESDAY, February 19th, 1991 at the home of Dave - NØION.

Respectfully submitted, Mark - NØEPF

PPRAA CLUB MEETING

The February PPRAA meeting will be held on the 13th at the ELK's CLUB on North Nevada at 7pm.

The speaker will be Dr. Charles Stewart. He will speak on ELECTRICAL INJURIES.

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COLORADO SWAPFEST SCHEDULE

FEB 17, 1991 A.R.A SWAPFEST JEFFCO FAIRGROUNDS, GOLDEN, CO. CONTACT: JUDI, WDØHNP 450-6910

APRIL 7, 1991 LARCFEST BOULDER COUNTY FAIRGROUNDS, LONGMONT, CO. CONTACT: LONGMONT ARC

MAY 18, 1991 PIKES PEAK RADIO AMATEUR ASSN SWAPFEST SHOPS AT THE BLUFF, N.W. CORNER OF AUSTIN BLUFFS & ACADEMY BLVD., COLORADO SPRINGS, CO. CONTACT: NØIUT OR AL, NØCMW 719-473-1660

JUNE 8, 1991 SUPERFEST LARIMER COUNTY FAIRGROUNDS, LOVELAND, CO. CONTACT: KENT, KØTTH 686-9594

JULY 13-14, 1991 MOUNTAIN ARC CAMPOUT & SWAPFEST RED ROCKS CAMPGROUND WOODLAND PARK, CO. CONTACT: JOE, NØCMD 719-687-3641

JULY 21, 1991 DENVER RADIO CLUB SWAPFEST JEFFCO FAIRGROUNDS, GOLDEN, CO. CONTACT: KEITH NØLSL 680-0862

SEPTEMBER 29, 1991 BARCFEST BOULDER COUNTY FAIRGROUNDS, LONGMONT CO. CONTACT: BRUCE, WBØMZI 530-2903

OCTOBER 20, 1991 ROCKY MOUNTAIN RADIO LEAGUE SWAP JEFFCO FAIRGROUNDS, GOLDEN, CO. CONTACT: MIKE WBØLGC

Membership Application PIKES PEAK RADIO AMATEUR ASSOCIATION, INC.

P.O. Box 16521
Colorado Springs, CO 80935

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